

LEVIATHAN TO BE QUEEN OF OCEAN LINERS

Super-Ship, Saved to U. S. by Mr. Hearst, to Sail Again Next January.

WILL BE QUEEN OF LINERS
Admiral Benson Writes Glowing Report After Inspection at Newport News Ways.

By WINDER R. HARRIS,
Universal Service Staff Correspondent.

"Old Glory" once more will take her rightfully proud place on the seas—flying from the mast of the finest vessel afloat of her class and type—when the Government-owned super-liner "Leviathan" is placed in commission next year as the queen of America's passenger fleet.

Rear Admiral William S. Benson, who recently inspected her from stem to stern at the plant of the Newport News Shipbuilding & Dry Dock Co., Newport News, Va., where the monarch of the oceans is being reconditioned, declares she will be as nearly perfect as it is possible to have a ship.

"No liner traveling the seven seas will surpass her in appointments, comfort or safety," the admiral confidently asserts.

To Sail in January.

Admiral Benson made the inspection on behalf of the United States Shipping Board, of which he is one of the commissioners and former chairman under the Wilson Administration. His long service in the Navy, where he rose to the post of chief of operation, which corresponds to chief of staff in the army, before his retirement to take charge of the Shipping Board, qualifies him as an expert in the appraisal of steamships.

He found more than 25 per cent of the task of making her over an army transport, which carried more than half a division of troops to France, for the peace-time supremacy had been completed. Twenty-nine hundred men, he said, were engaged in entirely refitting her from top to bottom and rearranging her internal structure—making her a better vessel in every way than she was when her former German owners sent her down the ways the last word in ship construction.

And when she sails out of New York on her maiden voyage as an American passenger liner soon after the New Year begins, every patriotic American heart may be in tune with her engines as they hum across the Atlantic the song of America's maritime rejuvenation.

Saved By Mr. Hearst.

This great achievement for the American merchant marine was made possible when William Randolph Hearst saved this wonderful ship for the United States.

The stage was all set a little more than two years ago to turn over the Leviathan and all the other former German passenger liners to the British-controlled International Mercantile Marine for a mere pittance. A contract had been drawn up by John Barton Payne, then chairman of the Shipping Board, and P. A. S. Franklin, head of the I. M. M. in the United States, and had been sanctioned by the Wilson Administration.

The price to be paid for the Leviathan was about \$4,000,000, whereas Homer L. Ferguson, president and general manager of the Newport News Shipbuilding and Dry Dock Company, at whose plant she is now being overhauled, went before a Senate investigating committee and testified that she could not be reproduced for twenty-five to thirty million dollars.

But a crew had been put aboard her by the British-controlled company, fires were burning under her boilers and everything was ready to transfer her from the possession of the United States Government to a service where her owners would have had to operate her at the dictation of their British bosses.

Fought Single-Handed.

Single-handed against these odds and at his own expense, Mr. Hearst went into court on his right as a citizen and taxpayer of the United States and stopped the sale. The Supreme Court of the District of Columbia heard his plea that the great vessel be saved for his own Government and its people and granted an injunction restraining Chairman Payne, up to the time he went out of power with the end of the Wilson administration, from surrendering it and the other former German ships to alien control.

Mr. Hearst's patriotic stand for America and the American merchant marine at this critical hour was enthusiastically commended by all the leaders in the Senate and House of Representatives and has been frequently referred to in laudatory terms by Chairman Lasker and other members of the new Shipping Board, which was appointed by President Harding to take charge of the Government's fleet.

Vessel Being Improved.

The value of Mr. Hearst's service to the Nation again is emphasized in the light of Admiral Benson's glowing report to the Shipping Board on his official inspection of the ship. He said:

"The work that has already been done has been done in a most excellent manner indicating efficiency and a high grade. The change in the fittings and re-arrangement of the internal structure of the ship will make her a much safer and better vessel in every way. All the old equipment remaining on board is being carefully taken apart and thoroughly overhauled, and wherever necessary new material is being put in place."

"All new equipment is of the very latest type and of the very best material. The new arrangement will increase the stability of the ship. The number of water tight doors will be decreased by at least 50 per cent, and those remaining will be so arranged as to enable the ship, when desirable, to run with all water-tight doors below the water line closed without any inconvenience."

To Be Finest Afloat.

"Fire-proof partitions are being put into the ship every 133 feet, making it possible to confine a fire to the space between these partitions. Every possible provision is being made for the safety and comfort of the passengers, and it can be safely stated that when the ship is ready for service, every possible convenience will be provided for the passengers, and in such a way that the equipment will work efficiently, insuring a total absence of the usual annoyances that come from faulty equipment, piping, etc."

"The ship is being completely re-wired with navy standard wiring, rendering fires or mishaps from imperfect insulation practically impossible. The equipping of boilers for burning oil will eliminate the usual danger from smoke and cinders incident to the use of coal, and also enable the ship to be kept in a much more cleanly condition."

"All bulkheads below the water line have been materially strengthened, and everything else possible has been done to insure the safety of the ship in case of either collision or grounding."

"I venture to state that when ready for service she will be by far the finest vessel afloat of her class and type, and as nearly perfect as it is possible to have a vessel of her size and type. No liner afloat will surpass her in appointments, comfort or safety."

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THEY FEEL NATURAL—THEY LOOK NATURAL—
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Yellow Jacket Bad 'Chaser' in Cider Drinking
DANVILLE, Va., Sept. 16. JOHN FLIPPEN, a farmer of Spring Garden, was near death for several hours recently after swallowing a yellow jacket, which, stung him in the mouth, throat and further internally. Flippin was drinking cider through a straw, the insect being sucked into his mouth. Flippin was in agony for some time and the swelling from the stings further increased his discomfort. A physician was called and finally brought relief.

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A TRUE RAT STORY

Auburntown, 6-12-22.
Dear Sirs: Mr. Robert T. Donnell of Auburntown, came in our store the other day and wanted something to kill rats, so I sold him a box Stearns' Rat Paste. And he put some paste on six biscuits that night and the next morning he found fifty-four big rats. And the second night he put out four more biscuits with paste on them, and the second morning he found seventeen more rats, making a total of seventy-one rats in two nights and there were let more that he did not find.

This is some big rat tale, but nevertheless it is so. Just thought I would write to let you know that your rat paste is good.

Respectfully, KENNEDY BROTHERS.

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Enough to Kill 50 to 100 Rats or More

Don't waste time trying to kill these pests with powders, liquids and other experimental preparations. Ready for Use—Better Than Traps. Drug and General Stores sell STEARNS' ELECTRIC PASTE

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Allenru has been tried and tested for years, and really marvelous results have been accomplished in the most severe cases where the suffering and agony was intense and pitiable and where the patient was helpless.

Mr. James H. Allen, of Rochester, N. Y., the discoverer of Allenru, who for many years suffered the torments of acute rheumatism, desires all sufferers to know that he does not want a cent of anyone's money unless Allenru decisively conquers this worst of all diseases, and he has instructed druggists to guarantee it as above in every instance.

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Open Evenings, Closed on Sundays.

GIANT BATTLE PLANE WEIGHS 30,020 POUNDS

Bomber Soon to Be Tested by Army Is Greatest Air Fighter in U. S.

The greatest battle airplane known to the history of aviation in the United States—a veritable "super-dreadnaught" of the air—just has been completed by the army air service.

The result of eighteen months of quiet, unnoticed but diligent work, the completed parts now are being assembled at the Wilbur Wright aviation field, near Fairfield, Ohio. First tests, with the finished ship, will be made soon, according to high aviation officials of the War Department.

The great battle plane is known as the "Bartling Bomber," named after the civilian designer.

The Bartling bomber is by far the largest, most powerful and destructive airplane ever constructed in the United States. This is stated positively at the War Department, despite the fact that aviation officials of the army purposely are "censoring" their own hopes for the ship, to avoid over confidence.

The plane was built with a view of carrying a 10,000 pound bomb, destructive weapon great enough to sink easily the greatest battleship afloat.

Following are some of the measurements and specifications of the bomber:

It is to have a cruising radius of 1,300 or 1,400 miles.

The bomber is a triplane with a gigantic wing-spread of 127 feet.

Its weight is 30,000 pounds and it is to have a carrying capacity of 20,000 pounds.

The bomber is to be equipped with six Liberty engines of 2,400 horsepower.

It is estimated that its speed will be 100 miles an hour.

TIN WHISTLE WINS

LONDON, Sept. 16.—Accused of begging and making "horrible noises" with a tin whistle, the defendant in a Tottenham police court, played a tune in court. He won his freedom.

RESORTS AND TRAVEL.

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As well as service a la carte.

Music During Luncheon, Dinner and Supper.

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S.S. Pan America

October 14

S.S. Western World

October 28

S.S. Southern Cross

November 11

Fortnightly thereafter

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MEANEST THIEF.

LONDON, Sept. 16.—Scotland Yard is seeking a man called "the meanest thief." He specializes in stealing boots and shoes from poor children.

RESORTS AND TRAVEL.

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Sailings from Piers 3 and 4, Hoboken

To Plymouth—Cherbourg—London

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President Roosevelt Oct. 14 Nov. 18

President Harding Oct. 21 Nov. 25

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President Monroe Sept. 29 Oct. 25

President Adams Sept. 27 Oct. 1

President Van Buren Oct. 4 Nov. 8

President Polk Oct. 11 Nov. 15

President Garfield Oct. 18 Nov. 22

To Bremen—Danzig

President Arthur Oct. 12 Jan. 6

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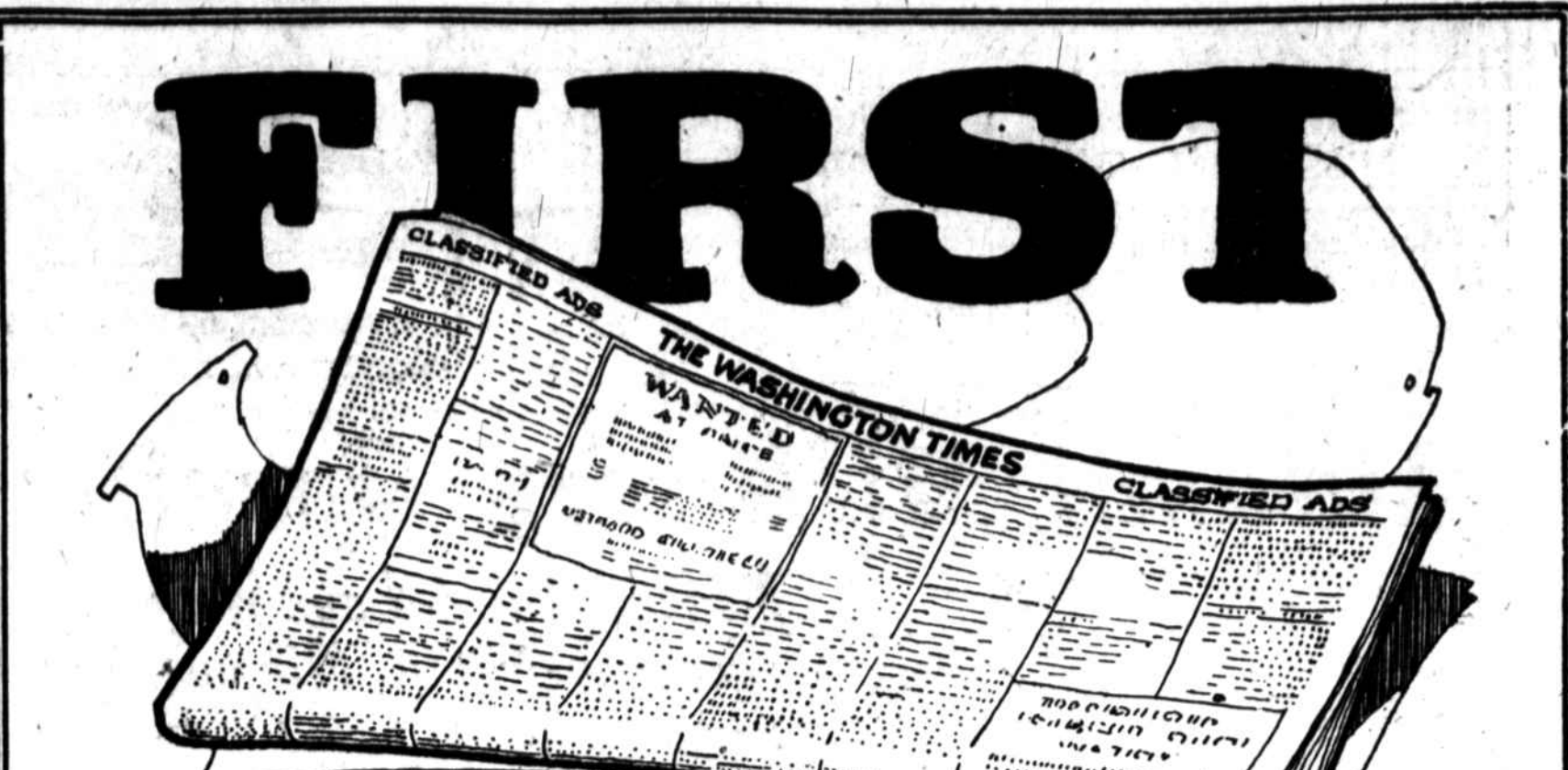
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The remarkable gain in classified advertising by

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Herald: 1,974 lines LOSS
Post: 1,420 lines Gain
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